OWL CREEK BRIDGE — WYOMING HISTORIC TRUSS BRIDGE SURVEY
9.5 mi. W. of Thermopolis
County Road No. 28
Hot Springs County
Wyoming

HAER NO. WY-71

HAER
WYO,
9-THERM.V,
2-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P. O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

HAER
WYO.
9-THERM.V,
2-

Owl Creek Bridge

HAER No. WY-~~17-9~~ 71

Location: Spanning Owl Creek, on County Road No. 28; 9.5 miles west of Thermopolis, in Hot Springs County, Wyoming

UTM: 13.710120.4840645
Quad: Thompson Reservoirs

Date of Construction: 1919-1920

Builder/Designer: Monarch Engineering Company of Denver

Present Owner: Hot Springs County
Thermopolis, Wyoming 82443

Present Use: Vehicular Bridge

Significance: The Owl Creek Bridge is one of the more outstanding of the early county system vehicular trusses in Wyoming. Although several long span, pin connected Camelback and Parker trusses had been built in the State during the first decades of this century, their attenuated long span configurations have made them targets for country bridge replacement programs. The Owl Creek Bridge is one of only two pin connected Camelback through trusses left. It is an important early remnant.

Historians: Clayton B. Fraser and Richard C. Ewig
November 1981

~~NOTE: For more general information, see Wyoming Truss Bridges Survey, HAER No. WY-17.~~

I. HISTORY

Built in 1919-1920 by the Monarch Engineering Company of Denver for Hot Springs County, this bridge over Owl Creek is one of the more outstanding of the early county system vehicular trusses in Wyoming.[1]

II. DESCRIPTION

The Owl Creek Bridge is a single span, steel pin connected seven panel Camelback through truss. The structure is 124 feet long, with a 15-foot roadway. It has sandstone ashlar walls and the deck is constructed of timber stringers and decking. The top chords are two channels with cover plate and lacing; bottom chords are paired eyebars; verticals are two channels with lacing; diagonals are two rectangular or one round eyebar. The structure also has angle portal struts and bracing, and angle sway bracing with lattice guardrail. Supplemental piers have been added under spans.[2]

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1 Hot Springs County Commissioners' Minutes, March 2, 1920.

2 Historical Bridge Survey and Inventory Form. Wyoming State Highway Department.